

## Amendments to the Claims

1. (Cancelled)

2. (Currently Amended) ~~The vehicle starting clutch control device according to claim 1~~ A vehicle starting clutch control device for controlling a transmission torque capacity of a starting clutch through an actuator, said vehicle starting clutch control device comprising:

first control means for controlling said actuator so that said starting clutch is put in a state that said starting clutch completely transmits the output torque of an engine at the time of power-on running with an accelerator pedal being depressed;

second control means for controlling said actuator so that the transmission torque capacity of said starting clutch becomes a value required to transmit a torque equal to an engine absorption torque corresponding to the engine speed at the time of power-off running without said accelerator pedal being depressed;

third control means for controlling said actuator so that the transmission torque capacity of said starting clutch is gradually increased to shift said starting clutch to the completely transmitted state when said accelerator pedal is depressed during power-off running; and

delay means for delaying the start of control based on said third control means until a predetermined time after said accelerator pedal is depressed, wherein said second control means sets as a control target value a control amount of said actuator such that the transmission torque capacity of said starting clutch becomes equal to a set value of the engine absorption torque, said set value of the engine absorption torque

being a value obtained by multiplying a reference value of the engine absorption torque corresponding to the engine speed by a predetermined safety factor, and

wherein said second control means controls said actuator based on the control target value while detecting the slippage ratio of said starting clutch and feedback correcting said control target value such that said slippage ratio becomes equal to or less than a predetermined value.

3. (Currently Amended) ~~The vehicle starting clutch control device according to claim 1~~ A vehicle starting clutch control device for controlling a transmission torque capacity of a starting clutch through an actuator, said vehicle starting clutch control device comprising:

first control means for controlling said actuator so that said starting clutch is put in a state that said starting clutch completely transmits the output torque of an engine at the time of power-on running with an accelerator pedal being depressed;

second control means for controlling said actuator so that the transmission torque capacity of said starting clutch becomes a value required to transmit a torque equal to an engine absorption torque corresponding to the engine speed at the time of power-off running without said accelerator pedal being depressed;

third control means for controlling said actuator so that the transmission torque capacity of said starting clutch is gradually increased to shift said starting clutch to the completely transmitted state when said accelerator pedal is depressed during power-off running; and

delay means for delaying the start of control based on said third control means until a predetermined time after said accelerator pedal is depressed, wherein said delay means starts the control of said third control means after the transmission torque capacity of said starting clutch is maintained to a value corresponding to the engine absorption torque resulting when the engine speed is substantially 1000rpm for said predetermined time after said accelerator pedal is depressed.

4. (Cancelled)

5. (Currently Amended) ~~The vehicle starting clutch control device according to claim 2~~ A vehicle starting clutch control device for controlling a transmission torque capacity of a starting clutch through an actuator, said vehicle starting clutch control device comprising:

first control means for controlling said actuator so that said starting clutch is put in a state that said starting clutch completely transmits the output torque of an engine at the time of power-on running with an accelerator pedal being depressed;

second control means for controlling said actuator so that the transmission torque capacity of said starting clutch becomes a value required to transmit a torque equal to an engine absorption torque corresponding to the engine speed at the time of power-off running without said accelerator pedal being depressed;

third control means for controlling said actuator so that the transmission torque capacity of said starting clutch is gradually increased to shift said starting clutch to the

completely transmitted state when said accelerator pedal is depressed during power-off running; and

delay means for delaying the start of control based on said third control means until a predetermined time after said accelerator pedal is depressed, wherein the predetermined value of said slippage ratio is set to be in the range of 1.0 – 1.04.